



WT TODAY

AEROSPACE DEFENSE COMMAND
WILLIAM TELL WEAPONS MEET

8 November 1976

Monday

No. 5

OF INTEREST TO TODAY'S "ARCHERS". . .



For those of you out there who are aircraft enthusiasts, the following information may be of interest.

Since F-106s first entered the William Tell Competition in 1961, there have been a few chosen aircraft who have competed and won almost half of the time. In 1965, the 71st FIS at Selfridge won William Tell with aircraft numbers 797, 791, 788, 782, and 779. In 1970, the 71st had since relocated to Malmstrom AFB, Montana, and the unit again won the competition in the F-106 category. The same five tail numbers represented the 71st that year.

In 1972 the aircraft of the 71st had been moved to Grand Forks and the 460th FIS swept the competition flying all five of the original aircraft that had won in 1965. The tradition might have repeated itself in 1972 had those aircraft not been on the move. In 1972 the 460th FIS disbanded and the five aircraft were moved to Air National Guards units at Fresno and Jacksonville.



The Jacksonville unit competing this year may have an advantage that other units do not have. Aircraft 788 has already been a winner three times. Not too bad a record for an old airframe.

The information for this article can be attributed to TSgt Charles V. Moore, Jr. Sergeant Moore of Tyndall's Avionics Maintenance Squadron has been an essential part of the winning tradition of these aircraft, for he knows F-106 fire control systems inside and out. His effort and efforts of maintenance people of his caliber make William Tell the keen competition it is. They're the ones that turn old airframes into effective fire control platforms. People, not airframes, win William Tells, but for those of you who are aircraft enthusiasts, this information may be of interest.



125TH FIGHTER INTERCEPTOR GROUP
(FLORIDA ANG)
Jacksonville International Airport FL

The Florida Air National Guard was organized on February 9, 1947 as the 159th Fighter Squadron with a total strength of eight officers and ten airmen. Its initial aircraft was the P-51 Mustang.

During its second year of operation, the 159th FS became one of the first air guard units in the U.S. to be equipped with jet aircraft, converting from the P-51 to the F-80 Shooting Star.

Following the outbreak of the Korean War in 1950, the 159th FS was called to active duty operating out of Japan. Its primary mission was air defense coupled with combat missions over Korea. The unit received the Korean Service Citation with Bronze Service Stars for its participation in the Korean conflict.

On July 9, 1952, the unit was released from active duty to resume its stateside role in America's defense. It was redesignated the 159th Fighter Interceptor Squadron and took possession of another new aircraft, the F-86.

The 159th FIS's mission was changed on July 1, 1956 from a day fighter capability to an all-weather type aircraft capable of both day and night operations when the unit was reorganized into the 125th Fighter Group (Air Defense).

On January 1, 1957, the Florida Air National Guard assumed the Air Defense Command alert commitment for the Jacksonville area. The year also saw the unit receive the Air Force Flying Safety Award for achieving an outstanding record in preventing aircraft accidents.

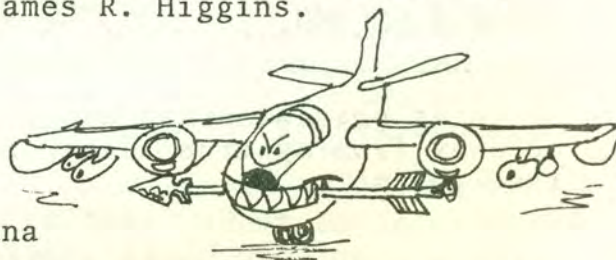
1958 was a milestone in the history of the Florida Air National Guard, when the 125th FIG won top honors in the Sixth World Wide Weapons meet at Tyndall AFB, Florida. The unit fired the first perfect score in the history of the event.

In July 1960, the Florida ANG began the new decade with the acquisition of yet another new aircraft, the F-102 Delta Dagger supersonic fighter. While maintaining its role as Air Guardian of the Southeastern perimeter of the U.S., during the next several years the unit also busied itself with the relocation to a new multi-million dollar facility in the city of Jacksonville and with the reorganization and updating of its support units.

In 1969, the 125th provided personnel for a number of special assignments which included ferrying F-102 aircraft from Holland to the U.S., providing F-102 aircrews for Project Cornet East, ferrying F-102 aircraft to Turkey, and providing four F-102 aircrews to augment NORAD Alert Forces at Homestead AFB, Florida.

In 1973, the Aerospace Defense Command presented the coveted Air Defense Command "A" Award to the Florida ANG for a "high level of operational effectiveness for a period of one year." The Florida ANG completed conversion to its latest weapons system, the F-106 Delta Dart, at the beginning of 1975. The 159th FIS is commanded by Lt Col Dean T. Biggerstaff; the 125th FIG is commanded by Col James R. Higgins.

WITH THE EB-57s. . .



By 1Lt Thomas C. Holmes
17th DSES, Malmstrom AFB, Montana

The EB-57s got three missions off uneventfully, with one exception. One EB-57 took off early to replace another with a degraded ECM system.

For every EB-57 mission, another EB-57 is sitting on the ramp. This second aircraft is prepared to take off and replace the target EB-57, should an ECM system fail.

That's exactly what happened Wednesday, to the delight of Transient Maintenance. The sight of Capt Eddie Graham and Maj Gary Parsons racing to their aircraft, trailing bits of coffee cups and doughnuts, made their day.

Unfortunately, that's about the extent of the excitement for EB-57 aircrews. When their flying, they have to concentrate on keeping evasive, EMC consistent, and recording call signs, procedures, and times. The flying itself isn't quite as exciting as when the pilots are allowed to use their imagination to come up with their own personal techniques.

There is compensation in the evenings though. The team can associate names and faces with the call signs they heard during the day. They are, after all, the ones who first knew that someone locked onto chaff.

FIGHTER JOCKS KNOW. . .

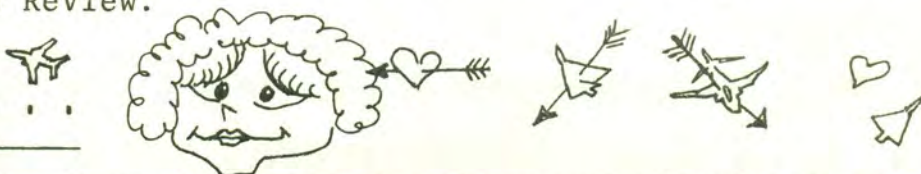
THIS SPACE INTENTIONALLY
LEFT BLANK BY THE
STAFF CARTOONIST!

Diggs

In the William Tell Today for 4 November, the F-106 "interceptor" pilots made some reference to the "Big Sky" theory and ACT (Air Combat Training). The F-4 fighter jocks know they understand the "Big Sky" theory. This becomes very important when you have only two eyes and one is glued to the altitude indicator (106 pilots have to be very careful not to

get the nose more than 10° below the horizon above 350 knots) and the other eye monitors the Data Link system. But, we wonder who told them about ACT. They must have been reading the USAF Fighter Weapons Review.

JOYCE'S COLUMN. . .



Is it possible that one of the F-4 dears may attempt to steal me away from my true loves, the Big Sky Boys? PLEASE--Don't let them get me!

MALIGNING THE MALINGERING MASCOT. . .

By Capt Tom Seever
125th FIG, Jacksonville IAP, Florida



The F-4's malingering mascot, "the Phantom" felt the venomous strike of FANG's maintenance troops twice last week.

In the first incident, the foppish Phantom fled with five of FANG's furious Phantom floggers following to fetch him. He escaped by running for home territory, the local outhouses.

Later in the day, the foolish Phantom was corralled hiding behind a girl. He was taken to the FANG trailer to find what demonic secrets he possessed. But, alas, as with all Phantoms, he is all smoke and no fire!

He was released to his mother's custody.

ON THE LOOKOUT. . .

Watch for details on THE contest soon!

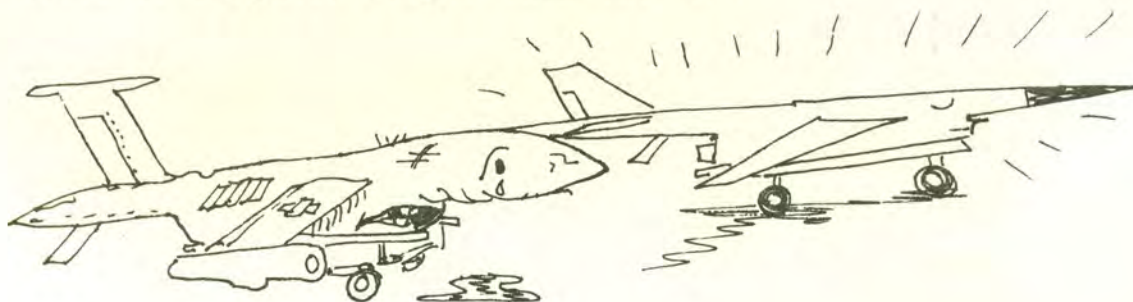


VISITING A DRONE. . .

By 2Lt Barbara Brumme
4th TFW, Seymour-Johnson, N.C.

The "animal" is not a deer, or a bear or really even an apple. It's a drone. Orange and odd looking to the unfamiliar spectator, the BQM-34A and BQM-34F Firebee drones are our targets.

The 34A drone is a subsonic "critter" about 22 feet long and capable of cruising at altitudes of 50,000 feet at 625 MPH. This drone weighs about 2,500 pounds and is powered by a 1,700 pound thrust engine. The 34F, a new supersonic drone, is being used at William Tell for the first time this year. The "F" model is slightly larger than the "A".



Both drones are launched from the ground at a special launch pad on Tyndall and guided by radio signals. When airborne over the Gulf, the drone will be destroyed, partly damaged, or it will have eluded its shooter. The drone is the "bullseye" of course, and depending on the profile and aircraft flown, points may be scored for near misses, since the drone has four or five electronically scored "rings" which extend outward from the drone body.

We were so intrigued with the drone animal that we decided to interview personnel from Seymour-Johnson about it. Note that drones have never been seen in the North Carolina area, and are an uncommon sight to many.

Interviewer: We're talking with SMSgt Leo Leddon, who has had 20 years working in aircraft maintenance and six years on the F-4. What do you think about those weird looking drones, Sgt Leddon? Sgt Leddon, Sgt Leddon? Please come back over here; we're not going to take your picture. Now, what do you think of the drones?

Leddon: A drone is a drone. I wish they'd work.

Interviewer: But isn't it a tremendous example of modern electronics, proof that man's ability in technology is tremendously illustrated by such an object as a drone?

Leddon: There ain't nothing finer than a CB radio.

Interviewer: What do you think about the new supersonic 34F drone?

Leddon: Oysters on the half shell at Charlie's can beat anything.

Interviewer: Thank you, Sgt Leddon.

Recovery operations of the drone are almost as intriguing as the sleek figure itself. If the drone is unharmed or only partly damaged, a parachute deploys from the drone body. It floats the drone gently down to a landing area on Tyndall, or else into the Gulf. A special 85 foot "missile retriever" boat which waits at a specified station is used to recover the drone in the Gulf. The drone may also be snagged by a helicopter.

The whole process is an amazingly modern William Tell story--the apple has become a science fiction looking craft, the arrow a rocket or missile, and the archer, an F-101, F-106 or F-4.

496 DRAWS FIRST BLOOD. . .

By 1Lt Keith Thiel
496 TFS, USAFE, Hahn AFB, Germany



Maj Roy "Nuyen" Mamiya and Capt Don "Moz" Mozley scored the first drone hit of William Tell '76. The crew was the second shooter on Profile I Friday morning.

During the reattack portion of the Intercept, "Nuyen" sighted the orange bullseye well within parameters and received the "Arm Hot" call from his controller, Capt Leo "Good Ole Boy" Deslatte. Shortly after the "Cleared to Fire" call was echoed, Moz quietly reminded his aircraft commander to fire that...!!!!

With the rattlesnake tone growling in his head set, Roy released his sidewinder to guide as true as William Tell's arrow did so long ago in the Swiss Alps. Just like the fable, Roy's "arrow", as did William's, struck the target slightly off center. It removed an eight inch section of flarepot from the drone's wing.

Being the staunch Air Force conservationist that he is, Roy later commented that he placed his pipper six inches to the left of the flare pots center. "That's precisely where I wanted to hit it," Roy says with a yawn. "Those drones cost a lot of money, you know."

PLAUDITS TO. . .

A slap on the back and a hearty "Atta Boy" go to the munitions and weapons control system personnel for outstanding work.

TSgt Buford Hickman (CINC crew chief), commented, "You know, you guys really ought to fix your airplanes PRIOR to showing up for William Tell; like we do in Europe. It gives you so much extra time to soak up the sunshine. It's unbelievable."

A LITTLE TRAVELING MUSIC PLEASE. . .

By Capt Roger Estes
87th FIS, K.I. Sawyer, Michigan

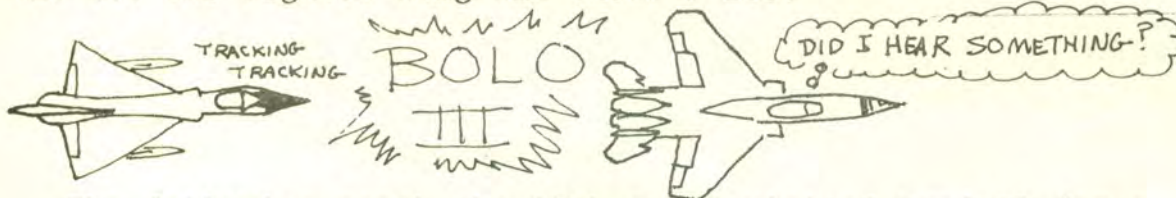
The 87th FIS has a reputation as the "Flyingest" squadron in the Aerospace Defense Command. In 1976, this can be extended to include the most traveled squadron in ADCOM as well.

The travels began in February of this year with a week's deployment to Nellis AFB, Nevada for Exercise Bold Eagle. This came as a welcome change to the cold...and the flying was great.

After a couple of week's back in the North country, came the annual two week deployment to Tyndall for the live firings at Exercise Combat Puke.

The Red Bulls were at rest from traveling for the next four months but the schedule remained busy. The preparation, study, and training culminated with the William Tell shoot in May.

Back on the road in August with the Red Bulls again deploying to Nellis AFB for the two weeks of Exercise Red Flag VII. This exercise provided the opportunity to tangle with the 1st TAC Fighter wing and their F-15s.



The following month the 87th again visited Tyndall for a week. This time for a mini-combat Puke exercise and more live firing evaluations. Next on the agenda was a short hop and a week's stay in Duluth, Minn. There, the 87th provide interceptor support for the operation evaluation of the 23rd NORAD region.

After William Tell, it looks like the Red Bulls will be staying home for a while. It'll be time to renew old acquaintances--namely, the wife and kids. That is, if there is any time between the daily flying training, the continuing deployments to New Orleans NAS for Southern Air Defense alert and a few all night exercises thrown in for good measure.

"FOURTH BUT FIRST" FLYS FIRST MISSION. . .

By Capt Bill Bruening
4th TFW, Seymour-Johnson AFB, N.C.

1200, Thursday, saw team captain, Lt Col Jimmie V. Adams, "Miles Per Hour" Hall, Capt "Kook" Kula, and "Pass the Buck" Sherrer sitting on the west end of the field.

Suddenly, the horn blasted away and the flight line was transformed into a scene from the Six Million Dollar Man. Lt Col Adams made it to the ladder of his supersonic fighter in just under four minutes, barely nudging out Weapons System

Operator "Miles Per Hour" Hall and crew chiefs, Hoch and Koch.

The second crew was not quite as quick as the first. When the horn sounded, a startled Capt "Kool" Kula jumped up and said, "Let's go, Buck!" Ever alert, Buck replied, "Where we going?" They made it to the ladder of their Phantom in just under five minutes after Sgt Hall and A1C Sykes pulled them away from the F-106 they were both trying to get into, and showed them their own F-4.

After this perfect scramble, the mission was incomplete due to an electronic failure of the target.



ODE TO ALASKA. . .

By Capt Kirk McManus
147th FIG, Ellington AFB, Texas

There is a tight, trite, and foolish Chinese T-shirt that reveals, "If all the Chinese in the world lined up eight abreast, hoping to march into the sea, while all the land mass in Alaska that is really ice were flushed through a toilet a gallon at a time, then the sea would top the great Himalayas, flow past Peking, cleanse the hands of the revisionists, and short-out the golden arches of MacDonald's."

This T-shirt is true. Alaska has recently been fitted with an internal, big-inch tube that allows the state to flush itself more than a gallon at a time. Because of Alaska's unique ability to flush itself, and because of the big-inch line running to its bottom, Alaska has adopted the nickname, "The Effluent State."

Speaking of lining up abreast-There was this Texan in the club, who tried to establish himself as a preacher. First he tried to convert the sweetest sinner we have seen in many epiphanies, by the old evangelical technique known as "laying on of hands." She must have felt the power, because her whole body got little goose bumps. Having realized the good he could do in this world if he just set his hands to it, Preacher shouted, "Let me have an 'Amen' here!" And Lord Love a duck, up walks this jock wearing a name tag that read 'Amend.' Convinced then that his power was unbounded, Preacher passed his hat. But, after several guys at the bar had passed in his hat, he gave it to the O'Club cat, and the cat buried it.

ECM is my shepherd; I shall not be splashed.

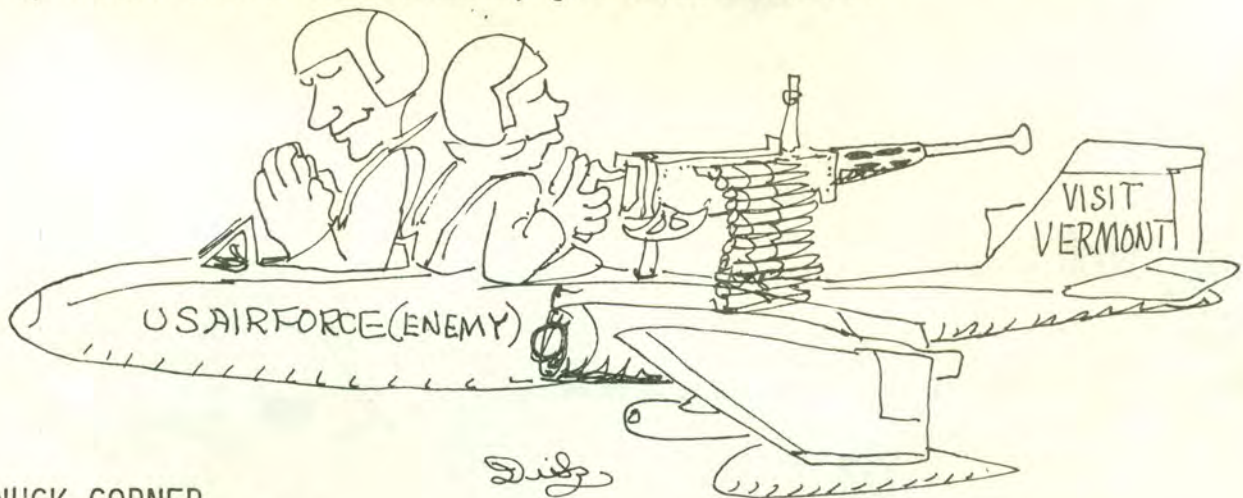
It maketh me fly through stolen gates: it leadeth me before the still Genies.

Chaff restoreth my soul; it leadeth me in the radars of confusion for the sake of air defense.

Ho, ho, ho, though I walk down the bar in the shadows of fighter pilots, I will fear no evil: for they have no joy; my ECM and my chaff they comfort me.

Though ADCOM prepareth a table before me in the presence of mine enemies: they annointest my tongue with Lite; my cup runneth over.

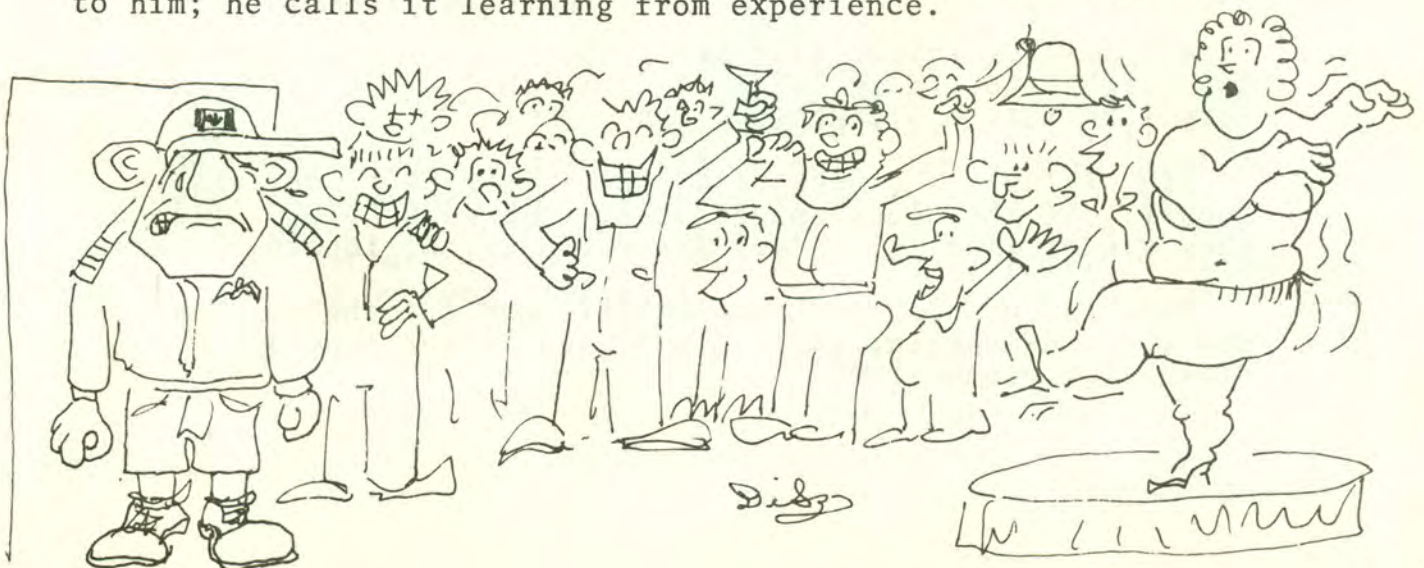
Surely their scotch and water shall follow me all the days of my life: and I will bank my per diem forever.



CANUCK CORNER. . .

By Kid Komotis,
Canadian CFADG

With unflinching grace and impressive assuredness, a fellow Canadian visiting Officer proudly strutted into the O'Club lounge. . . with his hat on! Our friend Brian Salmon threw his hat on the floor but retrieved it later (along with his jaw, which also made its way to the floor when the tar-bender handed him the bill for his faux-pas. . . \$80.00). The really sad part is that this isn't the first time this has happened to him; he calls it learning from experience.



You know, we're having real difficulties with these F-4 jocks (notice I didn't call them "weenies"...no sense flattering them). For instance, on Friday last, we had a little get-together planned at a local lounge and guess who showed up late? You guessed it, the F-4 wee.....the F-4 jocks. We asked what took them so long: "Well, we left the base bright and early, started driving down Hwy 98 and pretty soon, we hit a sign which read: 'Clean washrooms ahead'. We would have been here sooner had it not been for all those washrooms we had to clean."

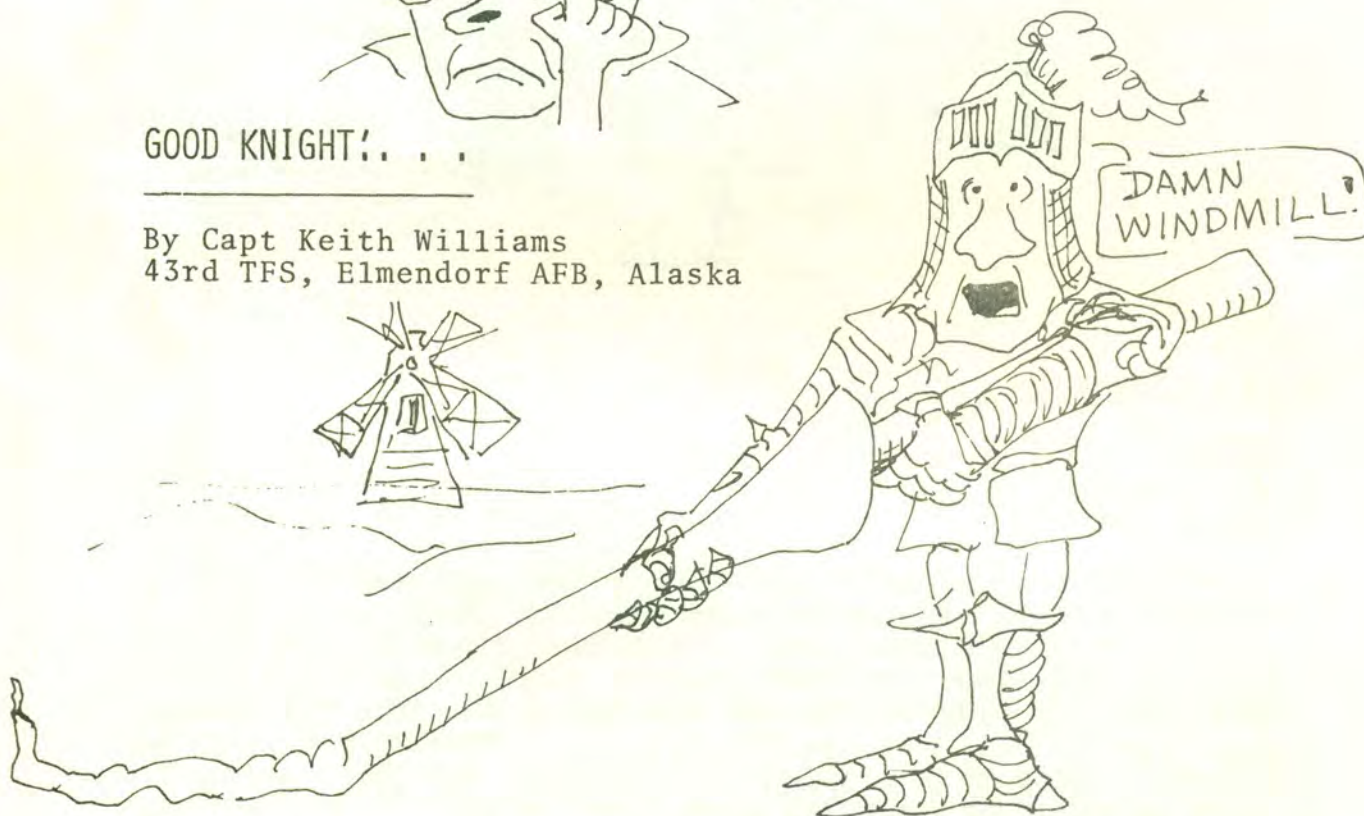
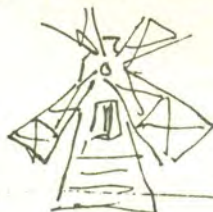
In closing, the Canucks would like to offer their first "Bearded Clam" award. May we have the envelope, please? Get your finger out of your nose, fellow; this is an important ceremony.....Must be a judge! And the winner of the Bearded Clam Award is.....the EB-57 people, for services rendered (?) last Thursday.....Keep up the fair work guys.



PICK
OF
THE
WEEK!

GOOD KNIGHT! . . .

By Capt Keith Williams
43rd TFS, Elmendorf AFB, Alaska



The armored knight from the 57th FIS made its appearance on the flightline Friday. The Black Knight's CINC KNIGHT looks more like that man LaMancha, Don Quixote.

CINC KNIGHT is a heck of a nice knight, but, oh, what a looser. If the Black Knights that that CINC KNIGHT will help them win William Tell, they are dreaming the impossible dream.

That is, unless the Black Knights can get the rules changed. How about exchanging their AIM-7s and 9s for lances and the drones for windmills?

THE RACE OF THE AGES. . .

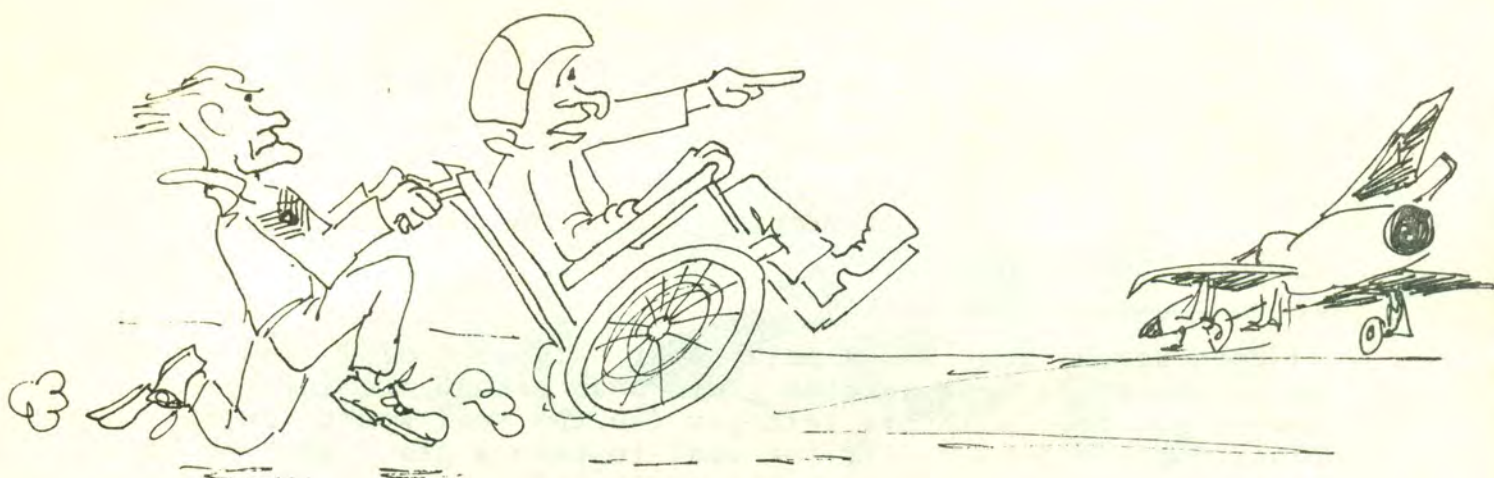
The race is over, the winner was no surprise; it was really no contest.

The race--a 50 yard dash on Profile III from the alert area to the aircraft.

The contestant --the ageless pilot, Lt Col Richard Harris and the ageless crew chief, MSgt Richard Boucher.

The winner--Lt Col Harris, by ten yards. Latest word, however, is that a protest was lodged. Stating that he was tripped out of the starting blocks, Sergeant Boucher demanded a rematch.

Since the target didn't make it, it looks like Sergeant Boucher will get his request. Watch for the new contest date.



STRIPES ON HIS ARM, STARS ON HIS TONGUE. . .

By Capt Kirk McManus
147th FIG, Ellington AFB, Texas

TSgt George Beauchamp is the crew chief for Lt Col Jerry Killian, who is the team commander of the Texans. While Beauchamp was buying at one of the exclusive flightline spots, he walked General Peterson. Beauchamp's a typical Texan and Peterson is a bright guy, and in about three seconds, the General had figured out who Beauchamp is. He told Beauchamp to tell Killian a couple of things, and Beauchamp allowed as how there were a couple of other things he'd like to tell Killian. So, the General told the Sergeant to tell the Colonel anything he wanted to and tell him that he'd said it. Get it? And Beauchamp hasn't been seen on the flightline since; he's been back at the barracks with three rolls of toilet paper, writing it all down so he won't forget it.

HAVE TALENT WILL TRAVEL. . .

It's an embarrassing situation. You're sitting ringside with a go-go girl to port and Texan Dan Swint to starboard, and suddenly Dan says, "This sure is a great way to spend a honeymoon," and you don't know whether he's talking about you, him, her, them, or some combination of us. Not wishing to make a fool of yourself with an inappropriate remark, you say, "What do you mean?" And Swint looks lustlessly at the boogeying and says, "I was just married two weeks ago". And you say, "Gee, that's tough", meaning you think it's a shame anybody would get married, but Bob Harmon, sitting on the other side of Swint, thinks you mean it's a shame Swint's not with his bride, and Harmon says, "Oh, it's not so tough. For a long time before they were married, they . . .", but just then the boogey dancer throws something on the table, and the conversation changes.

Swint is even more than a newly-wed. He's also a newly-barred. Or something. He has been admitted to the Texas Bar since he has been here for William Tell. Now that he's 57 years old, it may well be, after all, time for him to have a real job and a real wife. But this month is William Tell, and next month is.....



HEARSAY FROM ALASKA. . .

Does anyone know how a polar bear catches seals? You don't?! Well, the polar bear spreads green peas around the ice hole, covers his nose with his left paw (so the seal won't see his black nose) and waits for the seal to take a pea. When he does, the polar bear kicks him in the ice hole!

